



Stanley Park Causeway Safety Improvement Recommendations

September 2013

Highest Priority Safety Improvements for the Causeway bike and pedestrian route

1. As soon as possible, to prevent further injury or death, construct a barrier between motor vehicle traffic and active transportation area that is to standard height (i.e. similar to height of the Ironworkers Memorial Bridge inside rail, enough to be above the average centre of gravity of a person on a bicycle so that falls into the car lanes are prevented). Alternatively, provide a green, planted buffer that is at least 1.5 metres wide.
2. Construct paved, well-lit (lighting same height as street lighting but aimed at bike lane) separated cycling and walking paths beside Causeway – cycling lane must be at least 2.5m wide with 0.5m shy distance from barriers or poles, with visible differentiation between walking and cycling area
3. Ensure safe, direct, appropriate-width, well-lit, well-signed, paved, direct alternate route for cyclists during construction period. These paths should remain after the construction period to allow alternate cycling routes through the park. See below for more details on options.
4. Improve cycling wayfinding signage between the bike routes in downtown Vancouver and the North Shore (City of Vancouver and Park Board jurisdiction)
5. Improve pedestrian and cycling wayfinding signage and trail maps in Stanley Park (City of Vancouver and Park Board jurisdiction)

Immediate Temporary Safety Improvements along the Causeway Until Highest Priority Safety Improvements are Complete

- Enforce the northbound Causeway traffic speed limit of 60km/h
- Reduce the southbound Causeway traffic speed limit to 50km/h and enforce

Further Safety Improvements along the Causeway

- Widen and separate the southbound painted bike lane where the Causeway sidewalk ends on the west side of the Causeway/Georgia Street. North Lagoon Drive merges across the bike lane and the bike lane narrows to sub-standard width in the curve beside Lost Lagoon. If widening the bike lane is not feasible in the short to mid term, provide an alternate and obvious well-signed, safer connection between the end of the Causeway sidewalk and the downtown Vancouver bike routes.
- Improve the intersection of the pedestrian/cycling southbound Causeway path with the southbound exit lane to Park Drive. Right of way on all crossings should be given to the cycling and pedestrian traffic over the turning motor vehicle traffic. Treatment could include raised green crosswalks at all intersections with the Causeway.



Park Board Jurisdiction Improvements, Supported and/or Funded by Ministry of Transportation and Infrastructure

- The following small, short-term improvements make cycling through the park a more convenient option, thus reducing pressure on the currently narrow Causeway bike and pedestrian areas
 - a. Replace the vehicle gate at the northbound Park Drive exit to the Causeway (just south of the bridge) with a design that allows easy and safe passage of all types of bikes and bike trailers. Also replace the gates at both ends of the Hanson trail with a similar design.
 - b. Allow and sign two-way bike traffic on the northern section of Pipeline Road in the park. This includes the section between the wooden bridge on Pipeline Road and the start of the Hanson trail.
 - c. Improve Hanson Trail surface
 - d. Wayfinding signage to get from the Seawall, Georgia Street and all other downtown bike routes to the North Shore using the Causeway and alternate bike routes through the park, such as Pipeline Road and Hanson Trail
 - e. Wayfinding signage at the south end of Lions Gate Bridge to get to downtown (via Causeway and Park Drive)
 - f. Use consistent design for wayfinding signage, ideally the same design as in the city, using large type font sizes that can be seen moving at average cycling speed and include destinations (such as Downtown Vancouver, North Vancouver, West Vancouver, North Shore Spirit Trail)
- Designate/develop alternate bike routes through the park that are paved and well-lit, providing a convenient and safe connection between downtown Vancouver and Lions Gate Bridge. Note that these alternate routes will be much more suitable for those cyclists wishing to enjoy a ride away from heavy, fast moving traffic. Considerations:
 - a. Alternate routes are required during construction period (could last months-years) since the current Causeway sidewalks are too narrow for two-way cycling and walking
 - b. Alternative bike routes should be paved, relatively direct, and adequately lit. Otherwise, people may likely use the wrong-way sidewalk on the Causeway during construction which would be extremely dangerous or may be endangered by lack of visibility.
 - c. None of the current paths or roads through the park are reasonable alternatives as they are. They are much longer and are not lit. Bridle, the current path nearest to the causeway, is gravel and has some sections that are way too steep to safely cycle on.
 - d. Improve the underpass at the South end of the Lions Gate bridge by reducing the grade and widening the path to improve safety and to allow users to get to the other side of the Causeway.
- Alternate bike routes through the park can be along a) existing paths, b) Pipeline Road and Park Drive on separated bike lanes, or a combination of a) and b)
 - a. Bike routes along existing paths
 - i. Existing paths can be used for the most part with maybe 1-1.5 km of new paths. New paths can likely be built without impacting any larger trees as the path can be routed to avoid them. If there is concern about green space being lost, there are sections of existing paths that would be rendered redundant by the new paths and could be decommissioned.
 - ii. These paths would also be a big improvement for people walking and cycling to destinations in the park including Prospect Point, providing safer and more direct obvious connections.
 - iii. The improvements near Beaver Lake could be integrated with those of the planned boardwalk improvements.



- b. Bike routes along Pipeline Road and Park Drive
 - i. A separated two-way bike lane should be created on Pipeline Road, as outlined in the 2012 Stanley Park Cycling Plan. This may also be a suitable northbound cycling detour during construction.
 - ii. One of the uphill northbound Park Drive car lanes should be converted into a separated bike lane between the intersection with Pipeline Road and the exit to the Causeway (e.g. with concrete barriers or plastic posts).
 - iii. Continuation of this separated bike lane to Prospect Point would allow safe cycling access from the seawall path to the Prospect Point area.
 - iv. A separated bike lane on Park Drive all around the park would provide a scenic bike route, access to all attractions and reduce congestion on the Seawall bike path. Converting one of the two car lanes into a bike lane would retain parking. However, as Park Drive is significantly longer than the Causeway, it would likely not be a suitable detour during construction.

To speak further about any of these recommendations, please contact

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